

COUNCIL CHAMBER

Regular Meeting

October 10, 2017

The fortieth meeting of the City Council of Charleston was held this date convening at 5:27 p.m. at City Hall.

A notice of this meeting and an agenda were mailed to the news media October 4, 2017 and appeared in The Post and Courier October 9, 2017 and are made available on the City's website.

PRESENT (13)

The Honorable John J. Tecklenburg, Mayor

Councilmember White	District 1	Councilmember Waring	District 7
Councilmember Williams	District 2	Councilmember Seekings	District 8
Councilmember Lewis	District 3	Councilmember Shahid	District 9
Councilmember Mitchell	District 4	Councilmember Riegel	District 10
Councilmember Wagner	District 5	Councilmember Moody	District 11
Councilmember Gregorie	District 6	Councilmember Wilson	District 12

Mayor Tecklenburg called the meeting to order at 5:27 p.m.

The Clerk called the roll.

Mayor Tecklenburg said, "Now, if you would like to join us, Councilmember Riegel, would you please say an invocation and lead us in the Pledge of Allegiance."

Councilmember Riegel opened the meeting with an invocation.

Councilmember Riegel then led City Council in the Pledge of Allegiance.

Mayor Tecklenburg said, "So, to start with, we are very honored to have a special guest with us this evening, all the way from Greenville and Columbia, South Carolina, Justice John Kittredge, who is a Justice of our Supreme Court of South Carolina. He was born in Greenville and graduated, I noted, from University of South Carolina, Summa Cum Laude, the very highest academic honors. After law school, he started his legal career with the Honorable Judge William Wilkins, practiced law, and as early as 1991, became a Judge on the Family Court Bench. Later, he went to both the Circuit Court and the Court of Appeals, and since 2008 has served our state on our Supreme Court. So, Judge Kittredge is here because he is involved with CALEA, which is The Commission for Accreditation of Law Enforcement Agencies. When he saw the report that came back this year for the reaccreditation of our City of Charleston Police Department, well, he will share with you himself, but I believe he was so impressed with our credentials that he wanted

to come and make a special presentation. So, I give you Supreme Court Justice John Kittredge. Please welcome Judge Kittredge to the podium.”

There was a standing ovation in the Chamber.

Mayor Tecklenburg said, “May I ask Chief Jerome Taylor to join us on the podium, as well?”

The Honorable John W. Kittredge said, “Mr. Mayor, thank you for those kind and generous remarks. To you, Mr. Mayor, members of Council, Chief Taylor, Madam Clerk, thank you for inviting me to present the CALEA Reaccreditation Award to your outstanding Police Department, the Charleston Police Department. As the Mayor said, CALEA, an acronym that stands for The Commission for the Accreditation of Law Enforcement Agencies, is the gold standard for Public Safety agencies in the United States. I’m going to tell you just a little bit about CALEA. It was formed in 1979 when the founding organizations recognized a need within the law enforcement community to develop professional standards to enhance the delivery of police services throughout the communities that the agencies serve. Since its inception, CALEA has accredited agencies under standards developed by many of the best public safety practitioners and leaders. These standards serve as a modern management model that provides the framework for recognizing professional excellence within public safety. CALEA, in a sense, forces a law enforcement agency to confront its weaknesses, for no organization is perfect. This is tied to the adage that when weak institutions come together, they speak only of their strengths, but when a strong institution comes together, it talks about and, indeed, confronts its weaknesses. Does CALEA’s certification guarantee a professional law enforcement agency? No, it absolutely does not. CALEA and its standards are surely an important part of the successful formula, but the best standards will not lead to success unless the other part of the equation is present. That is, there can be no real success in law enforcement without quality individuals, good leaders, folks with character, integrity, and an uncompromising commitment to do the right thing in the right way.

The Charleston Police Department has been successful because of leaders, previous and current leaders, and many individuals committed to serve the public good. Yes, quite frankly, I have to refer to Chief Taylor, to the Command Staff, and the Officers throughout the ranks. I want to also refer to you, Mr. Mayor, and the Honorable Members of Council. This level of recognition year-in and year-out does not happen on its own. It does not come without great leadership in the broader community. This does not happen without a supportive partnership with City Council. City Council, who shares and promotes a vision for the optimum and professional and accountable law enforcement. I would be remiss, Mr. Mayor, if I did not acknowledge your role and that of your esteemed Council.

Permit me to briefly give some context concerning CALEA accreditation. There are approximately 18,000 law enforcement agencies in America, and only five percent are accredited. Many agencies want to be accredited and, while many espouse professionalism, only a few agencies accomplish the goal. The certificate that has been prepared, and I will present to the Mayor and the Chief in just a few moments, it’s a certificate, but let me tell you folks, it represents so much more. It represents a true commitment by true professionals such as your own, the exceptional Chief Taylor, who is highly regarded in law enforcement circles in America. That commitment must be and remain strong, or the goal will not be reached and, importantly, the goal will not be maintained. CALEA accreditation is reserved for the few agencies, like yours, that demonstrate excellence. Let me take just a moment, and a step further. I noted only five percent of all law enforcement agencies in America are accredited. That is a pretty select company, but

I tell you that within that five percent, your Police Department is right there at the top. I think this is what motivated me, Mr. Mayor, to get in my car and drive down this afternoon.

At CALEA, we permit agencies to undergo even more rigorous scrutiny and, for the few that make it, that agency will receive the highest level of certification, the Gold Standard with Excellence. CALEA, during the assessment period, noted that the Charleston Police Department had every file in order, and had zero standards in, what we call in CALEA, non-compliance. Folks, that's almost unheard of. Within that select group of five percent of the accredited agencies, the Charleston Police Department embraced the challenge and sought the additional CALEA accreditation at the highest level, the Gold Standard with Excellence, and your Police Department met that challenge. It is in very rare and select company. At the CALEA Conference this past July in Rhode Island, where I had the pleasure of reacquainting myself with Chief Taylor and his group that came to Rhode Island, the Charleston Police Department was again reaccredited with top honors with excellence, the best of the best. The assessment of the Charleston Police Department was furnished to all of the CALEA Commissioners, and I just want to share with you how the report concluded, and I quote, 'The Charleston Police Department's core values are honor, excellence, accountability, respect, and teamwork. It is readily apparent that the Charleston Police Department utilizes the CALEA process to maintain those values and provide the community it serves with the highest quality law enforcement possible.' CALEA salutes you, Chief Taylor, and salutes the fine Accreditation Manager as well, and all of the fine men and women of your outstanding agency. Mr. Mayor, I further want to recognize you, again, for your outstanding leadership to you and to the members of Council. It is my honor to be with you this evening and present the CALEA Reaccreditation Professionalism Award with Excellence to your agency, the Charleston City Police Department."

There was a standing ovation in the Chamber.

Mayor Tecklenburg said, "I would like to, next, ask Chief Taylor to make a special presentation, as well. Chief Taylor."

Chief Jerome Taylor said, "As Commissioner and Judge Kittredge stated, in reference to CALEA, the key to it is management, doing the right thing at all times, and one of the persons that is very, very key in the entire process is the Accreditation Manager. Our Accreditation Manager is Sergeant Patrick McLaughlin. You mind coming up, Pat?"

There was applause in the Chamber.

Chief Taylor continued, "This Certificate of Appreciation to Sergeant Patrick McLaughlin, is an expression of gratitude for your contribution through the Law Enforcement Accreditation Program as Accreditation Manager, and I want to thank you."

The Clerk said, "Do you want the other officers to come up?"

Chief Taylor said, "Yes, I would like for the officers to come up. The first is Captain Dale Middleton, who is in charge of Professional Standards, Doug Galluccio, Assistant Accreditation, and also Captain George Brisbon, the Island Commander."

There was applause in the Chamber.

Mayor Tecklenburg said, "Thank you, again, Your Honor. It is an honor to have you with us. Drive safely. So, maybe a little competitive spirit here, not to be outdone, I did want to also announce that our Fire Department has received a favorable rating on its Annual Compliance Report with the Center for Public Safety Excellence. The evaluation by this group found the department to be in full compliance with 240 core competencies for a second year in a row. This means the department is on track, as far as maintaining its accredited status for another year, and continues to make progress in addressing 14 strategic and 10 specific recommendations made during the initial accreditation, which happened about two years ago. So, always striving to improve this affirmation by the Center for Public Safety Excellence is a testament to the commitment and dedication of the men and women who make up the Charleston Fire Department and selflessly serve our community each and every day. So, if I may, a general round of applause, and may I ask you to recognize all of our first responders, Fire and Police."

There was a standing ovation in the Chamber.

Mayor Tecklenburg said, "Alright. Thank you very much. We have no public hearings this evening. The next order of business is to approve our City Council minutes from September 26th."

Councilmember Moody said, "Move for approval."

Councilmember Riegel said, "Second, Mr. Mayor."

Mayor Tecklenburg said, "We have a motion to approve and a second. Are there any additions or corrections?"

No one asked to speak.

On a motion of Councilmember Moody, seconded by Councilmember Riegel, City Council voted unanimously to approve the minutes of the September 26, 2017 City Council meeting.

Mayor Tecklenburg said, "Next, under Petitions and Communications, I just had one more kudos or congratulations. This is to our Finance Department, Amy Wharton, and all of the folks over there, but also to the leadership of City Council, who for years has, along with my predecessor, led Charleston to its first AAA credit rating. Just recently, both of the rating services, Moody's Investors Service and Standard and Poor's, gave a new review and a reaffirmation of the highest credit rating possible to a municipality to the City of Charleston. We have a AAA credit rating, and it was noted in their reports our sound financial position and the fact that we have a higher reserve now as a percentage of our budget than the City has ever enjoyed in its history. So, Amy, would you please just take a bow?"

There was a standing ovation in the Chamber.

Mayor Tecklenburg said, "So, that makes a huge difference, folks, when we go to the bank to borrow money. When I say go to the bank, it means issue bonds for not only our own purposes, but our sister organizations, Charleston Water Services, and the money that we save compared to other cities and jurisdictions around the country is really substantial. So, having a great credit rating means a great deal to our City. Next, is our Citizens Participation Period, and we only have one microphone tonight working for some reason, so if you would queue up over here, Madam Clerk will call out about three or four folks at a time. We have a 30-minute period, a little over 30 people signed up, we're going to say a minute a person and, Madam Clerk, please proceed."

The Clerk said, "Larry Carter."

Larry Carter said, "I'm way up here. I need to get down the steps."

The Clerk continued, "Yes, Mohammed Idris, and W.C. Wilson, followed by Marc Knapp."

Mayor Tecklenburg said, "Alright. Mohammed, would you proceed while Larry comes down? I don't think he'll mind."

1. Mohammed Idris said the City was not level between the rich and the poor. The City had him locked up unjustly, and he did not like it because he thought it was racist. When he saw what they did to Councilmember Riegel and how they treated him, he thought it was a shame before God.
2. Larry Carter urged the City to reclaim its world leadership. In 1833 on Christmas Day, the Best Friend of Charleston ran from the City to Summerville and it continued to run until 1962 when he was ten years old. There was a proposal to resume a basic line from Charleston to Summerville which would get a lot of traffic off of I-26 and serve commuters and tourists, as well. The problem was the designers were putting a poison pill in the plan, and they were trying to run the last mile or so down the middle of Meeting Street. They needed to change it to the old rail line underneath I-26 and US-17 and have a project that made sense.
3. Dr. William Wilson said he was in an automobile accident in which he was hit by another car. The offending driver didn't get a citation and did not have to come to court. He didn't get his day in court, and the other driver didn't have to come in to explain why the accident happened. He believed the other driver had not been paying attention because he had been texting.
4. Marc Knapp said money was going to be spent on a bikeway again when people were being flooded all over the City, especially off of Bees Ferry Road. It really needed to be anticipated where the money should go, and it should not be spent on a bikeway unless the bicyclists wanted to pay for it. He preferred that they paid for it because having to dodge them around town was horrible. He also said someone needed to figure out what was going on with the traffic lights, as they were not in sync. He also mentioned a Councilmember supposedly living in a condo owned by a Canadian and that when he went by there at 9:00 p.m. and 6:00 a.m., no lights were on, and the car hadn't moved in weeks.
5. Katie Zimmerman, Executive Director of Charleston Moves, thanked Council for taking the first steps in Ways and Means and at the Committee meeting in support of both the Lowline and the grant application for a new bicycle and pedestrian bridge. These were two projects in the long run would be amazing, and she appreciated the first steps. She wanted to submit for the record support letters from Charleston Moves, Charleston Area Convention and Visitor's Bureau, Senator Marlon Kimpson, MUSC, WestEdge, the East Coast Greenway Alliance, the Coastal Conservation League, Historic Charleston Foundation, Geosense, and BoomTown.

6. Winslow Hastie with the Historic Charleston Foundation submitted their support for the TIGER Grant Application for the Ashley River Bridge multi-use, stand-alone project. They were excited that maybe they could break the log jam and get a solution to connect the two very important parts of the City. Also, the President of the Board of the Friends of the Lowcountry Lowline had a robust discussion earlier in the Real Estate Committee as well as Ways and Means and they were feeling excited about where they were headed and they urged Council's support in moving forward with the project. Both of these projects were all about connecting their community and reuniting divided neighborhoods, and they looked forward to moving forward to the next phase of the Lowline community engagement, park design, and fundraising.
7. Ashley Demosthenes, President and CEO of Lowcountry Land Trust based in downtown Charleston, spoke in support of the Lowcountry Lowline. The mission of the land trust was to protect important open spaces across the entire Lowcountry of South Carolina in urban and rural areas. She commended Mike and Jenny Messner and Friends of the Lowline for their vision. They had quite a bit of perseverance for this project and she thanked the leadership of City Council and the Mayor in support of this project. It was a rare opportunity to come across a project like this within the City of Charleston, and she echoed Winslow Hastie's comments.
8. Lauren Gellatly, the Community Development Director with Lowcountry Local First spoke in support of the City's contribution to the purchase of the Lowline and for the Ashley Bridge Bike and Pedestrian Path. They feel both projects offer significant opportunities for economic benefit for local businesses and also benefits for employers to help their people get to their jobs.
9. Fran Clasby said he lived in Wagener Terrace and he rode his bike to the Council meeting and he wanted to give the briefest request, Lowcountry, Lowline, livability and life.
10. Fred McKay, Principal of the Charleston Catholic School, at 888 King Street which was one block from the proposed location of the Lowcountry Lowline Linear Park expressed support for the project. He thought it would enhance the neighborhood near the school and thought it offered the students at the school various opportunities with the running and pedestrian path that it would create. He urged Council and the Mayor to support the project.
11. Mary Carmichael, Principal at Charleston Charter School for Math and Science, said parents were excited about being able to safely get up and down a different avenue than just King Street. Many of the kids go back to grandma's house or auntie's house in the afternoon and having the greenway behind the school would be excellent. There were kids that have already worked with the Lowline Committees to do stewardship of that land and were excited to have gardening spaces and other things there. They looked forward to being good partners in the future.
12. David Bixler said he represented the Cannonborough-Elliottborough Neighborhood Association and they gave their complete support and endorsement to the Lowline Project and thought it would be a great asset to their community in the way it would tie the Upper Peninsula together and make them better neighbors.

13. Chris Cody said he represented Historic Charleston Foundation and he wanted to express their full support for the Lowline Project and congratulated the Friends of the Lowline and everyone else in the room who helped bring this opportunity before the City. They're fortunate to have this opportunity to create what truly will become something he believed they could all be proud of. They knew the many benefits that were already touted that it would bring and they continued to discover new ones such as drainage and New Market Creek and they were confident that as they moved forward with this project there would be even more benefits for the City to be brought forth. They urged continued support of this project and thanked everyone involved.
14. Jason Crowley, Director of Communities and Transportation for the Coastal Conservation League, wanted to reiterate the support in their letter for the TIGER Grant for the Ashley River Bicycle Pedestrian Bridge and their enthusiastic support for the Lowline acquisition. This right-of-way opens up an incredible opportunity for multi-modal transportation through the community, and it would be a great asset to the Upper Peninsula as well as District 3 where he resided. Council should have received an invitation to their annual Winthrop Civic Forum this year focused on resiliency and they have as their keynote speaker, Jamie Springer from HR&A Advisors who worked on resilience strategies for cities of New York, New Orleans, Boston, and Norfolk. Councilmember Seekings would also be sitting on the panel and he encouraged Council to attend.
15. LuAnn Rosenzweig with the Charleston Area Justice Ministry said CAJM requested a meeting and met with Mayor Tecklenburg to share their concerns about the qualifications of RTI. Julia Novak, a representative from RTI and Councilmember Shahid were also at the meeting. CAJM expressed their concern that RTI was not qualified to conduct the audit of the Charleston Police Department and perhaps part of the problem is that CAJM had a higher standard for what it means for a company to be qualified. A company isn't qualified just because they are good people, and a company isn't qualified just because they successfully accomplished work in other areas. A company is qualified when they can produce examples of work that show they successfully completed similar work before.
16. LaRosa Johnson with CAJM said neither Novak nor RTI had ever produced any audit with recommendations on how to address the problem with discrimination in policing. They weren't interested in just studying the problem but solving the problem. In the meeting with the Mayor, Ms. Novak stated that her bias had been for academic research and subcontracts neither of them for the police and the police auditing firm. This statement by Ms. Novak perfectly clarified the problem we had with the entire process. They asked for a police auditor and Council provided them with academic researchers.
17. Ann Birdseye with the Charleston Area Justice Ministry said there was a distinct difference between an academic study and a police audit for racial bias. A police audit for racial bias does not only analyze the data of traffic and pedestrian stops, an audit looks at the unwritten policies and practices that lead to these stops and how people were treated after they were stopped. An audit examined hiring promotions and training policies and the impact of the reward system. An audit investigates how complaints and critical incidents were handled, the state of departmental culture and officer moral as well as the lived experiences of

community members and their interactions with the police. Real police auditors go deep to the root of why there is mistrust of the police making all of these things transparent and offering strong recommendations for improvement based on best practices. Academic researchers simply do not do all these things because they were not equipped to.

18. Jamie George with the Charleston Area Justice Ministry said RTI's prior work in policing only uses one methodology to analyze the traffic stop data. Police auditing firms use multiple methodologies and frameworks to ensure there is consistency in their findings and this is why RTI's limited analysis of the Fayetteville Police Department found no racial disproportionality while the Department of Justice's extensive assessment found racial bias. None of RTI's report had recommendations for improvement. Every qualified police auditing firm included numerous recommendations for improvements in their report. Relying on just RTI and Novak to do this work leaves large gaps in not just the work to be done but the quality and credibility of the report.
19. Mavis Huger with the Charleston Area Justice Ministry said in their meeting Ms. Novak stated that Novak Consulting still planned to do three-quarters of the work. Ms. Novak broke the work down into four sections: understanding community experience, understanding the police experience, understanding the data, and offering recommendations to address the problems. Ms. Novak shared that the only part of the work that RTI would be doing was the piece about understanding the data and that her firm would complete the rest of the work. The point of hiring a subcontractor was to put the work in the hands of an experienced police auditor who had extensive experience in doing a deep dive into policies and practices for bias and offering strong recommendations for improvement based on best practices.
20. Suzanne Harde said at the meeting CAJM asked about the cost of the work and neither the Mayor, Novak, nor RTI could provide answers citing the scope of the work was still not defined. They first raised the alarm with the Mayor in November 2016 about a proper scope of work needing to be defined and the RFP so that a firm that was qualified would be hired and they provided examples at that time. The inadequate RFP led to the hiring of Novak. They raised the alarm again about the scope of work before the hiring of RTI. The scope of work was vital and it ensures that companies are not given a blank check for the work and also ensures that the City hired a company with qualifications to do that work. The City wasted our tax dollars when it hired companies before determining whether they were qualified to do the work.
21. Brandon Chapman with the Charleston Area Justice Ministry said the City wrote a thorough scope of work for the efficiency portion for the work that Novak is doing. When it comes to performance and process improvement assessments, Novak Consulting is among the best in the field. They're an efficiency auditor and the City was proposing the least efficient route for the police audit.
22. Deborah Agbor-Tabi with the Charleston Area Justice Ministry said Novak and RTI have much to gain as they would be able to pad their resumes with a racial bias study of Charleston. Since they have never done this before, we get to be their training ground. When it comes to issues that impact the African American

community most, the City cuts corners and what would it take for Charleston to finally do the right thing and give us a real audit? What would it take for Charleston to give us the audit that the community deserves? They've given Council many ways that the vital work can be salvaged and they ask that Council acts.

23. Arthur McFarland, a CAJM Board Member, said in order to have a credible audit of the City Police Department and community can all trust, they need to hire a specialized police auditor to address the serious issue. Since Ms. Novak indicated additional partners may be hired, they strongly suggested that additional consultants be hired from an experienced police auditing firm to advise Novak in filling the large gaps in the current study and turn into a real audit. They previously provided a list of expert police auditors in racial bias that were suitable to draw from and attached all of those names to the letters given to Council. These are police auditing firms that were already vetted and trusted and they recommended adding one of them to the project to give the work the credibility it needed to be trusted by this community.
24. Timothy Squire said he was from Johns Island and he was concerned about the development and the zoning of property there especially in low lying property that interfered with drainage. They'd been hearing more and more about that issue recently. It also exacerbated flooding which was a significant problem in various areas especially on Johns Island and it overburdened the roads and the existing transportation infrastructure. Council received excellent recommendations about growth and about zoning but these are not codified into City ordinances. He urged the Council to undertake measures to make these recommendations more than something that could be casually observed but become City ordinances.
25. Rufus Pinckney said the Illumination Project brought a lot of love for the City and he thought the next session was going to be at Bishop Gadsden. He was not there for the meetings, but he wanted to know exactly if the dock on Mary Ader Drive was to remain private or if it would be worked on.

Mayor Tecklenburg said, "Alright. So, I want to thank our citizens for being with us tonight and for your input and, maybe, to return the favor, I would like to invite everybody to the movies with me next Wednesday night at Citadel Mall. There is a special showing of this really heartwarming story that's just coming out, called 'Same Kind of Different as Me'. The theater has agreed to show it on as many screens as folks want to come. It's a grand opening, and it's at 6:30 next Wednesday. I invite everybody to come see it. Google 'Same Kind of Different as Me', and if you can't make it next Wednesday, please come another time."

Mr. Idris said, "Do we have to pay for it?"

Mayor Tecklenburg continued, "There is no charge to come in."

Mr. Idris said, "Okay."

Mayor Tecklenburg said, "You're welcome."

Mayor Tecklenburg recognized Councilmember Wilson.

Councilmember Wilson said, "Thank you, Mayor. Given that I chair Public Safety, a copy

of the scope of work for the audit of the Charleston Police Department was sent to me earlier today. I've had a chance to read it, I've had a chance to mull it over, and I would like to call a meeting of the Public Safety Department. When the scope of work was being developed and we had talked to Ms. Novak, we agreed as a Committee that CAJM would certainly be a part of those conversations. We've talked about the Illumination Project and all of that. In reading many of these areas of assessment, there is some very reasonable stuff here, and I would like to call a meeting of the Public Safety Department. I would like to discuss this in a little more depth, see what we might take from this, and continue this process of the scope of work for the audit of the Police Department with these recommendations and taking a good look at them and the greater conversations."

Mayor Tecklenburg said, "Yes, ma'am."

Councilmember Lewis said, "Madam Chairwoman, as the Vice-Chair of that Committee, I certainly would second your motion that we convene a meeting of the Public Safety Committee."

Mayor Tecklenburg said, "Terrific. As a member of the Committee, I look forward to the meeting."

Councilmember Wilson said, "Thank you."

Mayor Tecklenburg said, "Yes, ma'am. Alright. Moving forward, our next item on the agenda is our Committee on Traffic and Transportation, Chairman Seekings."

Councilmember Seekings said, "Thank you, Mr. Mayor. The Committee of Traffic and Transportation met today at about 3:23 p.m. We began with a moment of silence, and that was about it for quiet in that meeting. We took up two matters that need approval from this Council. The first was amending a part of our City Code which is Chapter 19, Article VIII, Division 1, which was sent to me as a one line change, which makes it clear that if you are in violation of our parking ordinances in the City of Charleston, you may, but not necessarily will be subject to towing.

The second was, we took up our stopping, standing, and parking ordinance that we've been working on now for a couple of years. Some of the highlights of that are as follows: You will not be penalized if you park at a meter that is broken. That took up about 99 percent of the conversation, and I would like to thank my fellow Councilmembers for showing us the way on that. You will be required, if you're going to get a residential parking sticker, to be a resident of the City of Charleston, and if you're going to have a P-tag and park in a commercial zone, you're going to have to be involved in commercial activity. Those are the three highlights of the changes that were all approved by the Committee unanimously. We also took up a discussion of the TIGER Discretionary Grant, which you heard about, and I would like to move for adoption of the two matters that need to come before the Council, but the last thing we did was we heard an update on the Citywide Transportation Plan from Mr. Benjamin. I would like to ask him just to take 30 seconds to tell you about that because there is going to be a series of meetings and a charrette that, I think, will be of interest to the citizens. So, I move for adoption of the report as to Items 1(c) and 1(d) and then ask Mr. Benjamin to speak."

Councilmember Williams said, "Second."

Mayor Tecklenburg said, "We have a motion and a second, Mr. Benjamin."

The Clerk said, "Councilmember, you're amending that portion prohibiting parking at a broken meter, so you can still park there?"

Councilmember Seekings said, "Correct. You can."

The Clerk said, "Okay, I just wanted to be clear."

Mayor Tecklenburg said, "Mr. Benjamin."

Councilmember Seekings said, "Can we get the motion through and then ask Mr. Benjamin?"

Mayor Tecklenburg said, "Okay. Do we have any discussion or additions to the motion?"

Mayor Tecklenburg recognized Councilmember Shahid followed by Councilmember Mitchell.

Councilmember Shahid said, "Mr. Mayor and Mr. Chairman, I'm looking at Section 19-242 which deals with this P-marking, P-tag. What I understand is that the State regulates the issuance of these P-tags, and I know that anybody who shows up and pays \$65 can get this P-tag. I'm speaking this from personal experience, as right down the street on Broad Street, in front of my office, is a space for commercial parking, and I know that area, that space, has been abused. But, I use that space, and I'm trying to figure out how this is going to square with people who are full practitioners, like myself, or small business people, like myself, because I use that space to load and unload stuff in my office. I need it and so do other folks who are in my same boat. So, what kind of commercial marking are you expecting for a law office to have or any other kind of small business to have in order to be in compliance with this ordinance? That's sort of the question I have with this. I think the intent here is wonderful because I know that the P-tags have been abused in the past, but as we're going through this, I don't have a marker on my vehicle. I don't advertise Shahid Law Office on my vehicle in any capacity. If I put a card on my car, is that going to be sufficient? Do I have a letter of myself on the dashboard? I'm otherwise in compliance with this rule, but I'm wondering how other small businesses are going to not be in violation of the spirit or intent of this and so, maybe, some clarification may be in order for this section of the ordinance."

Councilmember Seekings said, "Do you want to speak to that, or do you want me to speak to that?"

Keith Benjamin, Director of Traffic and Transportation, said, "You can speak to it, and we have Legal here, too, if we need to."

Councilmember Seekings said, "You have to identify yourself as a small business. If you have a P-tag, you can put a placard in the front of your car, you can put a magnet on the side of it. You're a lawyer, people want to know who you are but, yes, something that identifies you as engaged in commercial activity in that commercial parking space. Because, as you know, we have a huge dearth of available places for people in commercial activity to do that. This will help you if you're in commercial activity and will stop people from parking in places they shouldn't. We have a problem with it, we've done the study, and we're going to do more. By the way, we're going to have a large scale parking study in the City. So, we'll look at this again, but this is something that is needed."

Councilmember Shahid said, "My concern with this is that, I'm in support of this, I don't want any misunderstanding, but as I'm traveling up and down King Street, particularly in the morning and coming to my office, large trucks, delivery trucks block King Street. They block other major corridors along Meeting Street. They're not parking in these designated areas, and I've discussed it with somebody else. Hotels and their shuttle vans are blocking intersections with all of this. So, I applaud the Committee with what they're doing on this thing. It is a huge problem but, I think, perhaps something in this ordinance needs to be clear, as to that placard or that marking, so that we're in compliance with that. Maybe, just a simple sign that would do it but, also, I think that not using the zoned loading zones if you are a commercial vehicle, and you're taking up meter spaces or blocking intersections, needs to be part of this enforcement protocol, as well."

Councilmember Seekings said, "So, I'm thinking, briefly, that is a separate part of the ordinance, which we adopted some time ago now. We actually have times for delivery in the spine of the City, especially in the King Street Corridor, where the large delivery trucks are supposed to deliver. They're supposed to be in designated areas off of King Street to the side streets. So, that's a separate issue, and if we need some enforcement on that, we'll get it. As to the shuttles, they are subject to another set of separate rules which we, I think, have done a pretty good job on enforcement."

Mayor Tecklenburg recognized Councilmember Mitchell.

Councilmember Mitchell said, "I had two gentlemen call me today pertaining to that. They said they would be at the next Council meeting, but they have what they call a P-tag themselves, and they have a business on King Street. They use it when they pull up just to do unloading. They said the previous ordinance said they had 30 minutes, or something like that, before they can park there and leave."

Councilmember Seekings said, "That is a loading zone."

Councilmember Mitchell said, "Yes, a loading zone. Is that still going to be the same with the permit P-tags, so they come unload and load? That's what he was asking me."

Mayor Tecklenburg said, "We're adding the requirement that, in addition to having a P-tag, you also need to identify your vehicle as to what business you represent."

Councilmember Seekings said, "Correct."

Councilmember Mitchell said, "Well, they're coming here, and you can explain that to them when they call."

Councilmember Seekings said, "I would be happy to have them call me. We talked about that in the Committee today."

Councilmember Mitchell said, "Because they own businesses right on Meeting Street."

Councilmember Seekings said, "I suspect I know who the person is."

Mr. Benjamin said, "For clarity purposes, our flexibility with this is very minuscule. This is dictated by the State, in terms of the tags that are assigned. For our parking enforcement officers, I think the piece of it is on how they make sure that we have that turnover happening in a quick enough time where people are able to get in, do their deliveries and otherwise, a piece to this parking is also congestion mitigation. For example, in the morning when trucks are in the way, and others are not able to use those commercial loading zones as they should, being in the way of the street corridors, and causing more traffic, so how does this play into that portion, as well? Our line of flexibility is very small at the City level, it's really State."

Mayor Tecklenburg said, "Are there anymore comments or questions of Council?"

Mayor Tecklenburg recognized Councilmember Waring.

Councilmember Waring said, "I'm in favor of it, but do we have a manner in which to address the small business person, like Councilmember Shahid, because we have some of those still remaining on King Street. A lot of the mom-and-pop businesses run out when they can, and they need that little place to get in like, he alluded to, for off-loading goods and services, and then move their car back."

Mayor Tecklenburg said, "If they have a P-tag, they can use the loading zone."

Councilmember Seekings said, "If they have a P-tag, what they need to do is take a piece of paper and identify their business, maybe put some plastic over it, and put it in their car when they're going to be up there. That way, we know that they're a local business engaged in local business activity. It's not particularly onerous, and it's going to be very beneficial to them because they will actually get to use the loading zones in and around their business legitimately which, right now, it's not happening."

Councilmember Waring said, "So, the meter maid is going to recognize that?"

Councilmember Seekings said, "Yes."

Councilmember Waring said, "The reason I'm saying is we were told, Councilmember Moody and I, that when we park, if we were to put our I.D. tags on the dash, we won't get a ticket. You got one, and so did I."

There was laughter in the Chamber.

Councilmember Waring said, "We paid them, by the way."

Councilmember Seekings said, "Again, another issue that we can discuss."

Mayor Tecklenburg recognized Councilmember Gregorie.

Councilmember Gregorie said, "We're going to get a quick briefing on the Citywide Transportation Plan?"

Councilmember Seekings said, "Yes, sir, after we get this vote."

Mayor Tecklenburg said, "I think we were voting on the approval of this motion first."

The Clerk said, "Yes, and I think Councilmember Lewis has a question."

Councilmember Lewis said, "Yes, I just have a request of Councilmember Seekings for the Traffic and Transportation Committee, concerning the parking garages. When you go in these parking garages, they have signs saying they're going to be automated. I think this Council needs to be updated on which garages are going to be automated, and who authorized it, because we know that the garages have a private contractor to run it, but it's still owned by the City. What is going to happen to those employees? These things are happening, and we're sitting here and people are asking us questions, and we don't know anything. I certainly would hope this Committee can bring us a report."

Councilmember Seekings said, "I think that comes under our purview, Councilmember. As you know, I was at a meeting with you, Councilmember Waring, Councilmember Mitchell, and I think there was another Councilmember there, talking with the employees in those parking garages, so we will put it on our agenda to have a discussion. We would like to invite you to come to that meeting, as well, and we will take up the automation, what the schedule is, where we are with all of that, and how it's all going to work."

Councilmember Lewis said, "And who authorized it?"

Mr. Benjamin said, "I'm sorry. For the record, I have my first meeting with all of the managers of ABM, who is the company that is managing a lot of the garages and supposed to be also picking up our coins from our meters, to talk to them about routes, pick-ups, their service to their employees, and parking in general. So, I'm supposed to have that in two days."

Mayor Tecklenburg recognized Councilmember Mitchell followed by Councilmember Waring.

Councilmember Mitchell said, "Along with the parking garages, I met, I think, Councilmember Waring and I met with them, and they said they weren't going to do it. At one time, they said they weren't going to do automation, and they said, 'Oh, no, we're going to have someone in the booth when people come by. We pride ourselves in the City of Charleston with customer service.' There's not going to be anyone there, and I've got a problem with anyone that lies to me. When they lie to me, that's it. I don't have any use for them anymore, and that's what they did to me when I met with the gentleman from out of town who was the President, the Chairman or whomever it was, and we met with them. But, we also have churches that we, as the City of Charleston, have given the ability to park there until 2:00 p.m. for their church services. When they go to automation, the churches aren't going to be able to park there because like the church I belong to, we usually stamp or validate a ticket. There's not going to be anyone there to do that. So, these are particular things we have to look into, to see what's going on with the automation. You see, it's all of these things, a lot of things people are not looking at because most of these churches are using those garages, and we, as a City, have given them permission to do it up until 2:00 p.m. After 2:00 p.m., if you go there you have to pay."

Mr. Benjamin said, "So, Councilmember, as you know, we haven't looked at our parking since 1998. This past Monday we released a RFQ to do an entire parking study with dollars that were allocated in last year's budget. It's going to be looking at everything, our garages, our revenues, our density, every piece about it, so that we can have a better understanding from other best practices from other cities how we're supposed to move forward on that. So, if there are

ways in which you want to be a part of that discussion and otherwise, please let me know because we want to make sure that it's as comprehensive as possible."

Councilmember Mitchell said, "Just in the meantime, if we approve that, and they do it with the automation, all of these churches are going to be out of a place to park because if they go in that garage, they're not going to be able to get out unless they pay, and I've got a problem with that. I told ABM that, and I said if you come with that in a contract to City Council, I will vote against it because you are putting people out of jobs. 'Oh, no, we're not.' Yes, they are. I can see it, and I go in and out of those garages all of the time, even with the City garage right by the Auditorium. Now, they have the big sign, 'Automation coming soon.' It took me and Councilmember Waring almost ten minutes to get out of there. I have to put the card in, called them, they would be on the phone, and they would call me back, 'Take your card out and look on the back of the card, and give me the date, give me the time.' I said, 'What is all this?' and then they say, 'Okay'. You know it's crazy the way they're doing it now, and I said, 'We've got to do better.' Like I said, we pride ourselves on customer service. This is not good customer service, so far as I'm concerned, right now. So, they've got to look at it very seriously because I'll rally to vote against it. They can take their contract and go somewhere else, because they're not doing what they actually said they were going to do."

Mr. Benjamin said, "Accountability is needed."

Mayor Tecklenburg said, "Thank you."

Mayor Tecklenburg recognized Councilmember Waring.

Councilmember Waring said, "Thank you, Mr. Mayor. Mr. Benjamin, and for your benefit, Mr. Mayor, there is some institutional knowledge that's not being passed along. When we had the last RFQ that resulted in ABM getting this contract, there were comparisons done with the surface parking lots, the parking garages, as a matter of fact, all of the parking. Councilmember White, myself, and the Councilmember at the time, Alexander, served on that Committee. The final three companies came in, and there may have been a fourth, but I know three came and made presentations. There was one, out of Chicago, that wanted to go automation on all of the parking garages that we have. Specifically, that Committee voted against that company because we did not want to go all the way automated because there are times when, believe it or not, some of these parking attendants are mini-ambassadors in our community. When people, all of these tourists come through and they need a direction or some other query, come through to pay, those people give customer service. I think this is somehow undermined. Certainly a machine can't do that. ABM wouldn't have this contract today if they were going to tell us the parking garages that are actually automated right now. For example, is the Aquarium (garage) automated? I know Queen Street is because we got trapped up in that after the last meeting."

There was laughter in the Chamber.

Councilmember Waring continued, "They would not have that contract today if the declaration was Queen Street. I came out of the Aquarium the other day, and actually this was in July. It was very hot, the first week of July. The booth was gone, and the attendant was standing on the concrete median. I don't know what kind of working conditions anybody would want to work in like that, assisting people going in and out of the garage. The air-conditioned booth has been removed, and the attendant was standing on the concrete median, with all the exhaust fumes, and in this case, in the first week of July heat. She didn't know I was a

Councilmember. I asked her, 'How long have you been doing this?' She said, 'I don't know, but I can't be doing this too long', and she's right. That's a workers' compensation claim, sucking in carbon monoxide like that going in and out. So, this is being done without Council approval, and that's something that needs to come up to the Council level, not only our Traffic and Transportation Committee. They got the contract because they said they were going to keep the employees, and that's not happened. So, it is an issue that needs to bubble up to this level and a vote taken to see what direction we're going to go, and we make money on our garages."

Mr. Benjamin said, "Yes, I'll round back with our Real Estate folks, who were the ones who actually do the operations there and try to get that together. Accountability is needed across the board, in that regard. So, if we can get your help in that regard, that would be amazing."

Councilmember Waring said, "Thank you, Mr. Benjamin."

Mayor Tecklenburg said, "So, back to the matter at hand, to approve the matters that were before the Transportation Committee today. Are there any other questions about all of that?"

No one asked to speak.

On a motion of Councilmember Seekings, seconded by Councilmember Williams, City Council voted unanimously to adopt the Committee on Traffic and Transportation Report as presented:

---INSERT TRAFFIC AND TRANSPORTATION REPORT---

- a.) An ordinance to amend the Code of the City of Charleston, South Carolina, Chapter 19, Section 242 to further clarify the rules for who is allowed to park in a loading zone, Section 256 to prohibit parking at a broken or out of order parking meter, and to amend Sections 266, 267, 270, 272, and 280 to enact new parking regulations for the City's residential parking districts.
- b.) An ordinance to amend the Code of the City of Charleston, South Carolina, Chapter 19, Article VIII, Division 1, Section 234 to clarify the restriction of parking on certain streets.
- c.) City-wide Transportation Plan Update (INFORMATION ONLY)
- d.) TIGER Discretionary Grants Program Briefing (INFORMATION ONLY)

First reading was given to the following bills:

*An ordinance to amend the Code of the City of Charleston, South Carolina, Chapter 19, Section 242 to further clarify the rules for who is allowed to park in a Loading Zone, Section 256 to prohibit meter feeding, and to amend Sections 266, 267, 270, 272, and 280 to enact new parking regulations for the City's residential parking districts. **(AS AMENDED)***

An ordinance to amend the Code of the City of Charleston, South Carolina, Chapter 19, Article VIII, Division 1, Section 234 to clarify the restriction of parking on certain streets.

Councilmember Seekings said, "Now, Mr. Mayor, if we could have Mr. Benjamin give us a very short briefing on the Citywide Transportation Plan and the charrette/meetings that are going to take place with the public?"

Mr. Benjamin said, "Yes, sir. All of you should have received, in your e-mail and also in your mail, the invitation to the charrette that we're doing for the Citywide Transportation Plan October 25th through the 27th. The goal in this process is to make sure that we're accounting for the qualitative data, which is the people's voice. So, we're excited about hosting at BoomTown and the Harbor Entrepreneurship Center. To give you a sense, as I stated to you, because I know it has to be quick, but the evening of the 25th is just a public engagement session. During the day on the 25th and also throughout the day on the 26th, there will be specific stakeholder engagement sessions. Over the last two days, I've sent out over 300 stakeholder e-mails and calls to particular stakeholder groups to get them engaged. On the 25th, from 10:00 a.m. to 11:00 a.m. is our Start-Up Tech and Business; from 1:00 p.m. to 2:00 p.m. is SCDOT, both Charleston and Berkeley County, Charleston City Staff, and also the COG; 3:00 p.m. to 4:00 p.m. is Art Preservation Education in Health; on the 26th, it's Bike Ped and Transit; 1:00 p.m. to 2:00 p.m. is Landowners and Developers; and then from 5:00 p.m. to 6:30 p.m. is Neighborhood Councils, Faith Based Groups and Civil Rights and Community Associations. I wanted to make sure if we're going to be talking about transportation, it affects a whole swath of folk and not certain sections, so I wanted to make sure our outreaches were in that regard. This engagement will help us meet the goal of identifying the 13 locations throughout the City, ten intersections, and three corridors at least a mile long that we want to focus on, in addition to the long-range regional plan that's happening with the COG. That information will be taken, and then we'll come right back out to the public next spring through a road show with the recommendations of how we should be handling transportation going forward, as well as those 13 possible locations. Then, hopefully, go to publication in May 2018."

Councilmember Seekings said, "Thank you."

Mayor Tecklenburg recognized Councilmember Gregorie.

Councilmember Gregorie said, "We have some transportation plans on the shelf. For instance, Re-think Folly Road, that's really Transportation's plan, and I'm trying to figure out if you have to incorporate what you have on the shelf, or are we going to be starting from scratch?"

Mr. Benjamin said, "Yes, so, a part of what my obligation was before we even sat with the consultants was to provide that information. When I came onboard, there were like three shelves of reports all the way back to 1982. I'm very adamant that I don't want this to be a visioning process, I really want this to be a prioritization process, and holding our feet to the fire to the accountabilities that were set before. We set forth for a complete street policy back in 2008 or 2009 that outlined how we should be looking at things. We have a Neighborhood Traffic Calming Program that was done in 1996 and came out in 2000 that, if you read it today, would sound like we were in 2017. How do we bring those things to life in a way that makes sense for all of our land masses and not just certain ones?"

Councilmember Gregorie said, "I appreciate that answer."

Mr. Benjamin said, "Yes, sir."

Mayor Tecklenburg said, "Thank you very much."

Councilmember Seekings said, "That concludes the report, Mr. Mayor."

Mayor Tecklenburg said, "That concludes the report. Thank you. Excellent report. Next, is our report on Public Works and Utilities, Chairman Williams."

Councilmember Williams said, "Move for approval."

Councilmember Mitchell said, "Second."

Mayor Tecklenburg said, "We have a motion to approve and a second, is there any discussion?"

No one asked to speak.

On a motion of Councilmember Williams, seconded by Councilmember Mitchell, City Council voted unanimously to adopt the Committee on Public Works and Utilities Report as presented:

---INSERT PUBLIC WORKS AND UTILITIES REPORT---

a.) Acceptance and Dedication of Rights-of-Way and Easements:

(i) **Sidewalk at Broad Street** – Approval to notify SCDOT that the City intends to accept maintenance responsibility for the 160 linear-foot long granite curb to be constructed at 310 Broad Street, within the SCDOT right-of-way at Broad Street (S-10-1015). Letter and map attached.

- Letter
- Map

(ii) **Lot 3 Belle Terre Subdivision** – Relocation of a portion of a 20-foot drainage easement on lot 3 Belle Terre (TMS #452-06-00-142).

- Exclusive Stormwater Drainage Easements
- Plat

(iii) **Lot 4 Belle Terre Subdivision** – Abandonment of a portion of a drainage easement and creation of a new 20-foot drainage easement on lot 4 Belle Terre (TMS #452-06-00-143).

Mayor Tecklenburg said, "Next, our Committee on Ways and Means."

Councilmember Moody said, "So moved."

Councilmember Shahid said, "Second."

Mayor Tecklenburg said, "We have a motion for approval of the report of all these things, including our passage of the Lowline matters. Is there any discussion or questions?"

Councilmember Mitchell said, "Just make sure you have 'as amended'."

The Clerk said, "As amended."

Mayor Tecklenburg said, "It's as amended."

The Clerk said, "You also voted on your Transportation item 'as amended'."

Mayor Tecklenburg said, "That's correct, as amended. Are there any further questions or discussion?"

On a motion of Councilmember Moody, seconded by Councilmember Shahid, City Council voted unanimously to adopt the Committee on Ways and Means Report as amended:

---INSERT WAYS AND MEANS REPORT---

(Bids and Purchases

(Police Department and Fire Department: Approval to accept the 2017 Port Security Grant in the amount of \$486,187 for first responder equipment and supplies. A cash match of \$162,062 will be budgeted for in 2018.

(Police Department: Approval to accept the FFY18 Highway Safety Grant Award for salaries, mileage, and cellular service for two Traffic enforcement officers in the amount of \$139,465. No match is required.

(Police Department: Approval to accept the FY17 VOCA Award for the Resource Coordinator & Elder Advocate salary continuation, supplies, and training in the amount of \$94,928. A cash match in the amount of \$23,733 would be budgeted for 2018.

(Traffic and Transportation: Approval to submit an application (and matching funds) to the 2017 TIGER Discretionary Grants Program to fund the design and construction of a standalone bridge way adjacent to the existing Ashley River Bridge to connect West Ashley and Downtown for non-motorized uses. There is a proposed City match of \$1.5 million from FY17 General Fund Reserves. The grant application is due October 16, 2017.

(Mayor's Office for Children, Youth, and Families: Approval of a grant application to receive up to \$1,000 to engage a minimum of 50 youth throughout the Charleston Community to create emergency flood kits for the vulnerable population. Due to time constraints this grant was submitted on September 20, 2017. No City match is required. This is an after-the-fact approval.

(GIS: Approval to submit an application to the Bloomberg 2017 Mayors Challenge grant program to fund innovative ideas to reduce the impacts flood events have on the disruption of our City. The grant application is due October 20, 2017. No City match is required.

(Parks-Capital Projects: Approval of a Professional Service Contract in the amount of \$242,025 with ADC Engineering Specialist for an engineering study of the 12 City owned parking garages and one College of Charleston owned garage that is operated by the City. The study will include a comprehensive inspection of the condition of the structure, mechanical, electrical, plumbing and fire suppression components. The study will also include an architectural assessment of the existing conditions. The study will provide recommended repairs and a cost estimate for those repairs. The approval of this

Professional Services Contract will allow for the expense of already existing budgeted funds from the 2017 Parking Fund for this study. Costs associated with College of Charleston owned garage will be reimbursed in the amount of \$16,410.60 plus any material testing or additional services if deemed necessary.

(Parks-Capital Projects: Approval of a Construction Contract with Coastal Roofing Company, Inc. in the amount of \$44,200 for an overlay of approximately 4,400 square feet of the existing roof at the CPD Team 4 Office Building. The approval of the Construction Contract will result in a \$28,025 increase to the total project budget from \$2,288,707.18 to \$2,366,732.18. With approval of this Construction Contract, Council is approving the transfer in the amount of \$28,025 to the project budget from 2017 Capital Projects-Structural Repairs (\$20,000) and 2017 Facilities Maintenance-General Maintenance (\$8,025). The remaining \$16,175 for the Construction Contract will come from the balance of the project contingency. The funding source for this project is the 2015 Installment Purchase Revenue Bond (\$1,750,000), 2015 General Fund Reserves (\$522,584), 2017 Police Department (\$3,904.18), 2017 Capital Projects-Structural Repairs (\$32,219) and 2017 Facilities Maintenance-Capital Maintenance (\$8,025).

(Public Service: Approval for Davis & Floyd to conduct a preliminary drainage study of the Barberry Woods drainage basin in the amount of \$77,500 (Johns Island).

(Public Service: Approval for a change order in the amount of \$32,333 to the Anson contract for the Greenleaf Drainage Project due to unforeseen site conditions including potentially hazardous soil and groundwater and existing utilities that were not located.

(Public Service: Approval of Amendment #12 in the amount of \$206,565 for an extension of the Engineering Services contract with Davis & Floyd for the Market Street Drainage Improvement Project – Division III. Payment to Davis & Floyd pursuant to this Amendment #12 will not exceed \$206,565. This extension includes additional work from changes required by the Design Review Committee including coordination with utilities (CWS, SCE&G, and others), extended project management, and additional streetscape and engineering design for the Market Street Drainage Improvement Project. Funding Source: Drainage Fund.

(Public Service: Approval of Spring/Fishburne US 17 Drainage & Transportation Improvements: Division III Federal Match (Phase 2) Change Order #8 in the amount of \$146,852.26 from Crowder Construction Co. for relocating MUSC/state-owned fiber optic line (FOL) for conflict resolution. Funding for this change order will be covered by the project contingency.

(Request approval of a Memorandum of Agreement between the City and the Lowcountry Lowline pertaining to the purchase from the Lowcountry Lowline of approximately 10.98 acres of property in the City (Norfolk Southern former railroad property) for the sum of \$2.55 million, and setting forth a plan for the improvement of the property into a public linear park. **AS AMENDED**

(Request approval for the Mayor to execute the Purchase and Sale Agreement between the City and the Lowcountry Lowline whereby the City will purchase 10.98 acres for \$2.55 million.

(Request approval of a Purchase and Sale Agreement between the City and Norfolk Southern Railway Company pertaining to the City's acquisition of an approximately 0.71 acre tract of land off F Street for the sum of \$678,500.00 (0.71 acre parcel with frontage

on the southern end of F Street). The property is owned by Norfolk Southern Railway Company.

(Request approval of a Purchase and Sale Agreement between the City and Norfolk Southern Railway Company pertaining to the City's acquisition of an approximately 1.85 acre tract of land on Mount Pleasant Street for the sum of \$1,617,200.00 (a portion bound by Courtland Avenue and Mount Pleasant Street between King Street and Meeting Street). The property is owned by Norfolk Southern Railway Company.

(Consider the following annexations:

-- 7 Riverdale Drive (TMS# 418-14-00-077) 0.26 acre, West Ashley (District 11). The property is owned by Chris Straight and Jennifer Outlaw.

-- 1320 N Edgewater Drive (TMS# 349-14-00-011) 0.66 acre, West Ashley (District 11). The property is owned by John and Catherine Rama.

First reading was given to the following bills:

An ordinance to provide for the annexation of property known as 7 Riverdale Drive (0.26 acre) (TMS# 418-14-00-077), West Ashley, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 11. The property is owned by Chris Straight and Jennifer Outlaw.

An ordinance to provide for the annexation of property known as 1320 N Edgewater Drive (0.66 acre) (TMS# 349-14-00-011), West Ashley, Charleston County, to the City of Charleston, shown within the area annexed upon a map attached hereto and make it part of District 11. The property is owned by John and Catherine Rama.

Mayor Tecklenburg said, "Next, is bills up for second reading."

Councilmember Mitchell said, "Move for approval of K-1 through K-8."

Mayor Tecklenburg said, "We've got Items K-1 through K-8 that we're taking together. Are there any questions or discussion?"

Councilmember Lewis said, "Second."

The Clerk said, "Thank you."

Mayor Tecklenburg said, "We've got a motion and a second, is there any discussion?"

No one asked to speak.

On a motion of Councilmember Mitchell, eight (8) bills (Items K-1 through K-8) received second reading. They passed second reading on motion by Councilmember Lewis and third reading on motion of Councilmember Mitchell. On further motion of Councilmember Riegel, the rules were suspended, and the bills were immediately ratified as:

2017-124 AN ORDINANCE TO PROVIDE FOR THE ANNEXATION OF PROPERTY KNOWN AS PROPERTY ON GRIMBALL ROAD (7.15 ACRES) (TMS# 334-07-00-048), JAMES ISLAND, CHARLESTON COUNTY, TO THE CITY OF

CHARLESTON, SHOWN WITHIN THE AREA ANNEXED UPON A MAP ATTACHED HERETO AND MAKE IT PART OF DISTRICT 6. THE PROPERTY IS OWNED BY THE ST. JAMES FOUNDATION.

- 2017-125** AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 2106 MOUNT PLEASANT STREET (PENINSULA) (APPROXIMATELY 3.22 ACRES) (TMS #464-14-00-107) (COUNCIL DISTRICT 4), BE REZONED FROM DIVERSE RESIDENTIAL (DR-4) CLASSIFICATION TO UPPER PENINSULA (UP) CLASSIFICATION. THE PROPERTY IS OWNED BY THE CHARLESTON COUNTY HOUSING AND DEVELOPMENT AUTHORITY.
- 2017-126** AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 1848 SANDCROFT DRIVE (WEST ASHLEY) (0.28 ACRE) (TMS #353-14-00-216) (COUNCIL DISTRICT 7), BE ZONED SINGLE-FAMILY RESIDENTIAL (SR-1) CLASSIFICATION. THE PROPERTY IS OWNED BY SC RENOVATION GROUP.
- 2017-127** AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 2210 WEEPOOLOW TRAIL (WEST ASHLEY) (0.33 ACRE) (TMS #353-12-00-005) (COUNCIL DISTRICT 2), BE ZONED SINGLE-FAMILY RESIDENTIAL (SR-1) CLASSIFICATION. THE PROPERTY IS OWNED BY STEPHEN AND SHERI WENGER.
- 2017-128** AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 2000 INDIAN MOUND TRAIL (WEST ASHLEY) (0.34 ACRE) (TMS #353-12-00-006) (COUNCIL DISTRICT 2), BE ZONED SINGLE-FAMILY RESIDENTIAL (SR-1) CLASSIFICATION. THE PROPERTY IS OWNED BY JUDY G. MARKOWITZ LIVING TRUST.
- 2017-129** AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF CHARLESTON BY CHANGING THE ZONE MAP, WHICH IS A PART THEREOF, SO THAT 1622 BOONE HALL DRIVE (WEST ASHLEY) (0.34 ACRE) (TMS #353-14-00-136) (COUNCIL DISTRICT 7), BE ZONED SINGLE-FAMILY RESIDENTIAL (SR-1) CLASSIFICATION. THE PROPERTY IS OWNED BY AMY BRUNSON.
- 2017-130** AN ORDINANCE TO AMEND CHAPTER 54 OF THE CODE OF THE CITY OF CHARLESTON (ZONING ORDINANCE) BY AMENDING SECTION 54-961 TO CLARIFY THE DEFINITION OF A SITE SPECIFIC DEVELOPMENT PLAN
- 2017-131** AN ORDINANCE TO AMEND THE CODE OF THE CITY OF CHARLESTON CHAPTERS 7, 12, 13, AND 24 TO UPDATE PERMITTING FEES FOR THE CITY'S BUILDING INSPECTIONS DIVISION OF THE DEPARTMENT OF PUBLIC SERVICE AND FIRE MARSHAL'S DIVISION OF THE FIRE DEPARTMENT. (AS AMENDED)

Mayor Tecklenburg said, "Now, we have no bills up for first reading, and if you all will indulge me just a minute, I've just got to sign my name eight times."

Councilmember Gregorie said, "Mr. Mayor, while you're signing your name."

Mayor Tecklenburg recognized Councilmember Gregorie.

Councilmember Gregorie said, "Are we at Miscellaneous Business?"

The Clerk said, "Yes."

Councilmember Gregorie said, "Councilmember Wilson and I would like to place something on our next agenda. We're developing a funding strategy for drainage and flooding in the area, and we would like to present that to this body for discussion at our next meeting."

Mayor Tecklenburg said, "Certainly."

Councilmember Williams said, "Excuse me, that's going to be inclusive of all parts of the City to include District 2 in the Church Creek Basin?"

Councilmember Gregorie said, "It's not project specific, it's how we can raise, perhaps, a \$100 million to perhaps address some of the issues over there."

Mayor Tecklenburg said, "Great. Terrific. I'm all signed up. Is there any other business to come before this Council?"

Mayor Tecklenburg recognized Councilmember Moody.

Councilmember Moody said, "Just out of curiosity, I saw in the paper under the real estate section that the City sold a piece of property in Longbranch, 126 Longbranch?"

Mayor Tecklenburg said, "I think that was an error. I saw that, too, and I meant to ask."

Councilmember Moody said, "\$920,000, I've got a use for that."

There was laughter in the Chamber.

Mayor Tecklenburg said, "I think it was just a sale that occurred in the City of Charleston."

Mayor Tecklenburg recognized Councilmember Gregorie.

Councilmember Gregorie said, "This is Miscellaneous, too. In reviewing applications for our Chiefs, I saw a distinct difference between the two. I was wondering whether or not the City is moving toward a residency requirement for employees because one did have a residency requirement?"

Mayor Tecklenburg said, "Yes, that matter came up from Councilmember Lewis, and I've asked our Director of HR to say that the Chiefs should either live or be proximate to the City of Charleston, which would leave some judgment to it. Even if you live West Ashley, you might be in a neighborhood that's not in the City. In Avondale, you've got one property that's in the City

and one that's not, but we wouldn't want to hire a Chief that's living in Greenville. So, I would say they would need to live reasonably close to the City of Charleston."

Councilmember Gregorie said, "We will put that provision in both?"

Mayor Tecklenburg said, "Yes, I plan to put it on both."

Councilmember Gregorie said, "Thank you."

Mayor Tecklenburg said, "Yes, sir."

The Clerk said, "Mr. Mayor."

Mayor Tecklenburg recognized Councilmember Waring.

Councilmember Waring said, "You go ahead."

The Clerk said, "No, you go ahead."

Councilmember Waring said, "Mr. Mayor, I would like to call Ms. Katie Zimmerman back to the microphone, please, if you don't mind."

Mayor Tecklenburg said, "Can we impose upon Ms. Katie Zimmerman to come back to the microphone?"

Councilmember Waring said, "She wasn't at the Real Estate meeting, and she has done a wonderful job in reaching out and building communication links between folks with bike and pedestrian paths. A lot of people got up to speak, and we certainly applauded them. I wanted to bring you back. I asked Councilmember Seekings, 'Was Ms. Zimmerman at the meeting yesterday,' and he said, no, he didn't remember seeing you, but I know you did a lot of work. We all know you did a lot of work involved with the Lowline and, obviously, the bike path and things like that even up in Berkeley County with the COG and all of that. So, I really appreciate your communication skills in bringing people together. So, thank you, Ms. Zimmerman."

There was applause in the Chamber.

Ms. Zimmerman said, "Thanks."

Mayor Tecklenburg said, "Thank you. If there's no other business, we are hereby..."

The Clerk said, "Mayor, we do have some more business. I'm trying to ask people for their United Way forms, please."

Mayor Tecklenburg said, "United Way forms."

The Clerk said, "I would also like to remind you of the Council Workshop next Wednesday."

Mayor Tecklenburg said, "Workshop next Wednesday."

There being no further business, the meeting was adjourned at 6:42 p.m.

Vanessa Turner Maybank
Clerk of Council